

CARGO
Joint Safety Implementation Team
as Modified by JIMDAT

Implementation Plan
for
Safety Enhancement 131R1
Safety Culture

Statement of Work:

The purpose of this enhancement is to reduce accidents and incidents by encouraging a culture that enhances operational safety. A safety culture can be enhanced by a safety management system that includes: (1) development of an accident/incident cost analysis tool, (2) a self-audit process, (3) risk management programs, (4) revised standards for the Director of Safety (DOS), (5) development of incident reporting and quality assurance.

Lead Organization for Overall Safety Enhancement Completion (LOOSEC):

Air Transport Association (ATA)

Safety Enhancement:

Safety Enhancement 131 Safety Culture

JIMDAT Score:

DIP Stand Alone Fatality Risk Reduction:
2020 - (30.35) 100% - (32.63)

Differential beyond original 46 SE CAST plan:
2020 - (0.65) 100% - (1.26)

Total Resource Requirements:

\$170,000 for meetings, travel and administration.

Completion Date:

2 years following CAST approval.

Output 1:

To educate company leaders about the high economic costs of accidents and incidents a cost analysis tool should be developed. (For example, CAST Business Model)

Resources:

ATA (LOOC) AIA, Volpe Center

\$50,000 for travel, meetings and administration.

Timeline:

July 2008

Actions:

ATA safety/training committee provide airline/operators with a cost analysis tool to determine the economic costs of accidents and incidents.

Output 2:

To further enhance safety, a self-audit process should be implemented.

Resources:

Airline/Operators

ATA (LOOC)

\$10,000 administrative.

Timeline:

90 days following CAST approval.

Actions:

Airline/Operators implement a self-audit process.

Output 3:

An operational risk management program should be implemented. (completed under SE 27)

Resources:

ATA (LOOC)

Airline/Operators

\$0

Timeline:

90 days following CAST approval.

Actions:

No Action required. Under CAST SE 27, all airline/operators agreed to implement an operational risk management program.

Output 4:

FAA and Industry should develop enhanced standards, requirements and qualifications for a Director of Safety (DOS). Requirements for the Director of Safety Position were established by 14 CFR 119.65. (CAST SE 14)

Resources:

AFS-200 (LOOC)

ATA, RAA, NACA

\$100,000 for meetings, travel and administration.

Timeline:

2 years following CAST approval.

Actions:

FAA AFS-200/300 in conjunction with industry will develop enhanced standards, requirements and qualifications for the Director of Safety (DOS) and publish guidance material as necessary. ATA, RAA, & NACA will encourage operators to use the enhanced standards when selecting a new DOS.

Output 5:

Airline/operators should implement a safety reporting system and develop a quality assurance program.

Resources:

Airline/Operators
ATA (LOOC)

\$10,000 for administrative.

Timeline:

90 days following CAST approval.

Actions:

Airline/operators should develop and implement a safety reporting system and quality assurance program appropriate for their operations.

Relationship to Current Aviation Community Initiatives

SE's 10, CFIT Proactive Safety Programs (FOQA + ASAP), 14, ALAR Policies (Safety Culture) – CEO and DOS More Visible, and 27, LOC Policies and Procedures – Risk Assessments and Management.

Various Safety Management System Standards.

See the following references such as AC-92, ICAO Annex 6, Safety Management Manual, Doc 9859.

Impact on Non - Part 121 or International Applications: